

NEVADA COUNTY TRANSPORTATION COMMISSION

Minutes of Meeting June 18, 2003

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, June 18, 2003, scheduled for 8:30 a.m., in the City of Nevada City Council Chambers, 317 Broad Street, Nevada City, California

Members Present: Kerry Arnett, Drew Bedwell, Ann Guerra, Josh Susman, Robin Sutherland

Members Absent: Chet Krage, Linda Stevens

Staff Present: Dan Landon, Executive Director; Nancy Holman, Administrative Services Officer; Toni Perry, Administrative Assistant; Mike Woodman, Transportation Planner.

Standing Orders: Chairman Susman convened the Nevada County Transportation Commission meeting at 8:38 a.m.

Pledge of Allegiance:

INFORMATIONAL ITEMS: For discussion and possible action.

1. Financial Reports:

No comments.

2. Correspondence:

- C. Letter from NCTC's Executive Director, Dan Landon to Jody Lonergan - Regarding appreciation of staff members, Ann Marie Robinson and Tom Brannon. This letter also reiterates Nevada County's support for three projects.

Executive Director Landon noted it was his intent to have the Commission approve this letter before it was mailed to Caltrans, but Mr. Tom Brannon, Caltrans Project Manager, stated he needed it prior to the Commission's meeting date.

3. Legislative Update:

Executive Director Landon stated that many of the transportation-related bills did not make it out of their house of origin due to concerns over the state budget. There were two bills that did make it out of the house of origin. AB 813, authored by Assemblyman Salinas, allows transit operators to exclude certain costs from the definition of "operating costs" for the purpose of calculating their fare box revenue ratio, which is a key factor in being able to continue to receive state funds. Mr. Landon recommended the Commission take a position of support for AB 813.

Commissioner Sutherland stated that she would be happy to write a letter in support of AB 813 as a County Supervisor.

Chairman Susman directed staff to take a position of support and suggested that letters from Grass Valley, Nevada City, and the Town of Truckee also be sent in support of AB 813.

Executive Director Landon explained that AB 1065 had originally proposed to give counties the opportunity to provide an extra quarter cent of sales tax dedicated to transportation. The bill was amended to require that counties get a two-thirds vote from the public to enact the additional sales tax. Mr. Landon stated that the bill would not likely progress further and recommended the Commission take a position of "watch" on this bill. Chairman Susman stated the Commission's consensus to take a position of "watch".

4. Executive Director's Report:

4.1 Health Insurance Cost Increases

Executive Director Landon stated that two of the three staff members were now paying a portion of their health insurance costs. Staff will bring back to the Commission a full compensation and wage package later in the year when issues other than just health insurance cost would be considered.

4.2 Status Of Design Of The Idaho Maryland Road/East Main Street Roundabout

Executive Director Landon stated that the draft Concept Report of the design of the roundabout was reviewed with Grass Valley staff and that they will be working with the adjacent property owners to address their concerns. The report will then be forwarded to Caltrans for their review and comment.

4.3 Status Of Completion Of A Project Report For An Intersection/Interchange On SR 49 Near Crestview Drive

Executive Director Landon stated that a letter had been sent to stakeholders regarding the potential interchange at the Crestview area on SR 49 and a consultant will be sought to provide the Project Report that Caltrans will need to determine the feasibility of this future facility.

4.4 Eastern Nevada County Transit Development Plan (ENCTDP)

Executive Director Landon stated that the Town of Truckee has a new contractor to run their transit operations. Staff from LSC Transportation Consultants, Inc. will meet with the contractor and incorporate any modifications needed in the ENCTDP. This updated information will then be brought to the Commission for review.

Chairman Susman commented that the Town of Truckee was pleased with the new transportation contractor.

5. Caltrans District 3 - Project Status Report: Tom Brannon, Caltrans Project Manager, reviewed with the Commission his written report on the status of projects in Nevada County. The following is a synopsis of some of the discussed projects:

- Nevada 20 Safety Realignment and Widening: Due to shortages in staff and staff conflicts with another safety project, the schedule has been set back. The Draft Environmental Document will be done in February 2004, the Project Approval and Environmental Document (PA/ED) will be in October 2004, and the Right-of-Way certification will be in January 2006.
- Widening of SR 49 from Wolf/Combie to Grass Valley: Mr. Brannon stated that Nevada County had reviewed the proposed frontage streets on the project from the Wolf/Combie Road intersection north to probably 1/2 mile or 3/4 mile south of McKnight Way and

recommended incorporating all of the frontage roads into the County-maintained system. Mr. Brannon noted that this was a huge step towards getting resolution of road ownership.

- Bear River to Wolf Combie Road: Mr. Brannon stated that after a suggestion from Commissioner Krage regarding a continuous left turn lane at Streeter Road, he proposed it to Caltrans Traffic Department who agreed to the idea. Mr. Brannon will prepare a Contract Change Order and get it incorporated into the job.

CONSENT ITEMS:

6. NCTC Minutes: May 21, 2003. *Approved.*
7. Amendment III to the 2002/03 FY Overall Work Program: *Adopted Resolution 03-12.*

Motion made by Commissioner Arnett to approve the consent items. Commissioner Sutherland seconded the motion. The motion passed unanimously.

ACTION ITEMS:

8. Allocation Request from Nevada County for State Transit Assistance (STA) Funds.

Executive Director Landon stated that Nevada County was requesting an allocation of \$130,000 from STA funds for paratransit services in the 2002/03 FY.

A motion was made by Commissioner Guerra to adopt Resolution 03-13. Commissioner Arnett seconded the motion. The motion passed unanimously.

9. Allocation Request from Nevada County.

Executive Director Landon stated that one part of Nevada County's claim was a request to reduce the previous Local Transportation Fund (LTF) claim for Gold Country Telecare by \$130,000, and to allocate that amount to Gold Country Stage. The second part of the claim requests an additional allocation of LTF in the amount of \$96,143 for operations of the Gold Country Stage.

A motion was made by Commissioner Arnett to adopt Resolution 03-14. Commissioner Guerra seconded the motion. The motion passed unanimously.

10. Nevada County Capital Improvement Program (CIP).

Executive Director Landon stated that the CIP is reviewed each year, and in order for Nevada County to use Federal funds for some of projects in the CIP, the CIP needs to be adopted into the Commission's Regional Transportation Improvement Program (RTIP).

John Rumsey, Senior Engineer, Nevada County Department of Transportation, stated that the CIP five-year plan primarily had overlays and safety projects and did not include capacity projects. One safety project is a joint effort with the City of Grass Valley to have flashing lights in the pavement at school crosswalks; three are located in Grass Valley and three in the County. They received a federal-aid Safe Route to Schools Grant for this project. Also just outside of Grass Valley there is a left turn pocket lane to be put in at Squirrel Creek Road to address the problem near Scotten School. Mr. Rumsey stated that neighborhood associations have been

notified that the CIP can be reviewed on the County website. In response to his request for any comments from the Commission to take back to the Board of Supervisors, Commissioner Guerra stated, "good job".

The Commission made no additional comments.

11. 2003/04 Overall Work Program (OWP).

Executive Director Landon stated he had delayed bringing the proposed 2003/04 FY OWP to the Commission because of a current issue with the California Transportation Commission. Every year there is approximately five to eight million dollars provided, statewide, for regional agencies to do Planning, Programming, and Monitoring (PPM) of their projects. With the current allocation freeze, the Commission is unable to access the PPM funds in the 03/04 FY. Staff had anticipated the freeze to be lifted in April. However, at the April meeting, the CTC indicated their intention to maintain the freeze on the State Transportation Improvement Program (STIP) funds during the 03/04 FY. If that is the case, the Commission will lose \$55,000 from the 03/04 FY budget, which could cause significant reduction in activities. Mr. Landon stated that at this point in time he was recommending the Commission to adopt the budget as presented. If there is a determination that STIP PPM funds are not available, an amendment to the budget will be made. Mr. Landon stated that normally staff presents the budget to its member agencies prior to adoption to receive their comments and incorporate them, but due to the unknown level of planning funds, staff held off from sending out the budget. The OWP will now be sent to member agencies, (with the assumption the funds are available), to receive their comments. Their comments will be brought to the Commission at the same time there is resolution of the STIP PPM issue. After Mr. Landon highlighted elements of the proposed budget to the Commission, he requested comments on the OWP and approval for Resolution 03-15.

Commissioner Guerra expressed concerns about the STIP funds and was worried that later on in the year, adjustments would have to be made. Executive Director Landon responded that he had identified where the cuts would have to be, mainly in consulting contracts, in the modeling, and in the updating of the regional plan.

Commissioner Sutherland questioned if the Mission Statement in the OWP was the same as the previous year. Mr. Landon responded in the affirmative.

A motion was made by Commissioner Arnett to adopt Resolution 03-15. Commissioner Guerra seconded the motion. The motion passed unanimously.

12. Public Hearing: Regional Transportation Mitigation Fee Update.

Executive Director Landon stated that the Regional Transportation Mitigation Fee (RTMF) program has been in place for two years and provides funding for transportation improvements that mitigate the impacts of new development throughout the Grass Valley/Nevada City area. The Commission administers the RTMF program on behalf of its member agencies, the City of Grass Valley, the City of Nevada City, and the County of Nevada. Mr. Landon highlighted changes to the RTMF program and stated that with the Commission's approval, the recommendations would be forwarded to participating agencies for adoption into their mitigation fee program.

Commissioner Guerra stated there was no participation in transit services for new projects and questioned if there was a way of looking at that impact and including fees to support transit. Mr.

Landon responded that at this point in time, the case hasn't been made that there is a real clear nexus between new growth and transit services. He stated that he would look into this issue further.

Mr. John Rumsey stated that development fees cannot be used for operating expenses, but only for capital facilities.

A motion was made by Commissioner Guerra to approve Resolution 03-16. Commissioner Arnett seconded the motion. The motion passed unanimously.

13. Revised Draft *Western Nevada County Five-Year Transit Development Plan (WNCTDP)*

Michael Woodman, the Commission's Transportation Planner and Project Manager for this update, reviewed the activity that led to the creation of this revised draft *Western Nevada County Five Year Transit Development Plan* report. He also provided a summary of the Social Services Transportation Advisory Council's recommendations. Mr. Woodman stated he would like the Commission to provide comments after Geoff Straw, of LSC Transportation Consultants, Inc., gave a presentation on the draft recommendations. The Commission's comments would then be incorporated into the final report and brought back for final approval at the August Commission meeting.

Mr. Straw explained that the purpose of the transit development plan was to look at the transit/paratransit needs of the area, look at the existing services, look at the demographics and the potential demand for transit in the area, and then create ways to improve and enhance services. He then reviewed for the Commission a handout with a visual display of the shortcomings of the existing Gold Country Stage services and the reasons for their recommendations. The following is a synopsis of his presentation.

Shortcomings of the Existing Gold Country Stage Services

1. The on-time performance of the Stage program is poor because of the changes in traffic and because of changes in development patterns, particularly with the way services have been expanded. On average, the local routes are about 22% late, five minutes late or later. Typically agencies try to have a standard of at least 90% on time.

2. Projected funding shortfall under the status quo. As the services have been expanded over the years, there is a need to replace vehicles and bring down the cost of maintaining those vehicles.

Mr. Straw stated that if nothing was done with transit services over the next five years, a shortfall of \$380,000 was expected in fiscal year 2003/04. This was due in part to the need to purchase new vehicles and due to the cost of operations exceeding the amount of revenue being received. He noted that if the recommendations were implemented, the service could be kept "in the black" over the next five years.

WNC Transit Development Plan's Recommendations

1. Adjust existing Stage routes to improve on-time performance. The report reviews each route and recommends ways to operate the service on time.

2. Eliminate least efficient Stage services.

3. Some routes need to operate longer to accommodate a traditional work schedule.

4. Cease selling monthly passes by drivers.

5. Potential Future Service Revisions: The following are not financially constrained and are potential activities that can be done in the future if the financial or traffic conditions change. Detailed information is provided in the report:

- (a) Route Reconfiguration 7-Bus Option.
- (b) Abandon Rover Bus.
- (c) Sunday Service.
- (d) Taxicab Voucher Program.

6. Abandon the CNG and Trolley Programs. CNG costs about 40% more per mile to operate than traditional fuels.

7. Interim Church/Neal Improvements. To allow one more bus to park at this location, along with passenger amenities, another shelter, landscaping, and lighting.

8. New transfer point to replace Church/Neal.

9. Bus stop/shelter improvements. Recommend that the Stage devote about \$10,000 a year to upgrade bus stops and provide better amenities for passengers and access for buses.

10 Potential Future Capital Project. If additional funding becomes available, recommend building a long-term operations and maintenance facility. It is not in the plan as a financial element because it cannot be afforded with existing funding sources.

11. Enhanced driver training.

12. Routes 5, 6, 10, and 12 Zone Fares. These routes serve North San Juan, Colfax, Auburn, and Lake Wildwood. Recommend the implementation of a Rural Zone fare to address the higher cost of rural service.

13. Increased equity of Telecare Fare Program. An intense evaluation of the Telecare program was conducted to find out where people are going to and from, who they were, and what the costs were. As a result of the study, LSC recommends a three-zone program, an increase in fare, as trips outside the ADA corridor cost more money.

Mr. Straw stated that the Transit Development Plan had been updated with 2000 Census information by block group for population characteristics and he used new operating and financial numbers from Gold Country Stage and Telecare to reflect a more recent reality.

14. Increase Stage monthly pass price. The current price is \$20. Recommend increasing the monthly pass to \$30 for the local services and \$60 for the services to the outlying zones of Colfax, Lake Wildwood, Auburn, and North San Juan.

15. Yuba County funding of Route 10. This service goes to North San Juan. This route has the worst on-time performance of the whole system with 23% of the route late due to deviations to Yuba County. Recommend Yuba County pays for the service to Camptonville or eliminate it.

16. Develop and implement a Charter Policy in order to be in compliance with State and Federal regulations.

17. Develop a bus stop policy to help maintain on-time performance, which is affected by how far bus stops are spaced apart.
18. Provision of out-of-county medical trips for Medicare. "Float" fund until Medicare reimbursement is secured.
19. Rescind the Joint Powers Agreement language limiting the cities contribution of Transportation Development Act funds for transit.
20. ADA recertification. Recertify all of the Americans with Disabilities Act eligible persons to find out who they are and what their needs are and maybe change the way the eligibility determination is done to be in compliance with Federal laws.
21. Lobby for FTA Section 5309 Grant. Building a new transfer center is dependent upon getting these funds.

Summary of WNC Transit Development Plan Recommendations

Provide funding through existing and new funding sources. Table 47 in the report discusses what funding sources will be used to provide services over the next five years for both the Gold Country Stage and Telecare programs.

The new source of funding is the FTA Section 5309 and possibly Yuba County's contribution, which at this time doesn't look very likely.

Mr. Straw stated that the Final Plan anticipates that changes in transit and paratransit service will occur around September 1st.

Commissioner Bedwell asked for further explanation on rescinding the limitation on TDA for transit. Executive Director Landon explained that there is a Joint Powers Agreement between the cities of Nevada City, Grass Valley, and the County of Nevada in providing transit services, and under the JPA, Nevada City and Grass Valley contribute 77.5% of their Local Transportation Funds (LTF) to the operation of transit services. The Commission, as a regional planning agency, administers the Transportation Development Act funds and ensures that all of the reasonable needs for transit are met without regard to the JPA language. If all of the unmet transit needs can be met, the JPA limitation is of no effect. However, transit services are approaching a point where all of the funding is going to be needed to meet the needs that are determined reasonable to meet, and therefore the limitation is going to need to be changed. Currently, the Commission is holding the 22.5% of LTF for Grass Valley and Nevada City until the JPA is changed. The funds cannot be used for any purpose other than transit until NCTC completes its unmet needs analysis.

Commissioner Arnett questioned where monthly passes could be purchased if bus drivers discontinued selling them. Mr. Straw responded that in the report they suggested selling passes at the HEW building in Nevada City, the Eric Rood Administrative Center, and at the Transit Services Department on Loma Rica Drive. He noted that the time it takes for a driver to sell a pass reduces the on-time performance and suggested to Transit Services staff to have "Fare Pass Sales" days at the Church and Neal Transfer Station. Mr. Straw stated it was not an unusual policy to limit the number of locations and not to allow the drivers to sell passes.

Commissioner Guerra stated that the report mentioned the significant number of wheel-chair boardings and deboardings with reference to on-time performance, but did not make recommendations for changes to vehicles as to lift types or tie down types or driver training issues if those were the factors that affect the time.

Mr. Straw responded that her point was good and that they did not get into details about it, but had spoken to Transit Services staff. He stated that the new type of tie downs is much faster than what is currently being used.

Michael Hill-Weld, Director of DOTS, stated he was working with staff in developing a schedule that acknowledges the time it takes to tie down a wheelchair. He stated the need to acknowledge that wheel-chair users are an important part of the customer base and that it is important to allow drivers adequate time to do the tie down correctly.

Commissioner Sutherland questioned if the business community had an opportunity to look at the suggested changes to routes to see how that would impact their businesses. Executive Director Landon responded there had not been an outreach to businesses, but that staff will do so to ensure that they understand the suggested changes and have input, as well as, an opportunity to provide some offsetting revenues.

Mr. Straw noted that the primary purpose for Route 9 is to access jobs and if it was discontinued, the ability to get people to their jobs would be lost and it would have an economic impact.

Commissioner Sutherland stated that Nevada County was already having a hard time keeping money in the County for retail sales and was concerned with anything that would impede a person's ability to get to a place where they can spend their money. She also suggested a joint partnership with the private sector or businesses to adopt shelters and provide for interim improvements to the Church and Neal Transfer Station. Also advertising on the inside of the buses could be a revenue source.

Chairman Susman stated that the changes in times and routes would cause an economic impact not just to the users of the system, but to the businesses along the routes as well. He noted he was a strong advocate for partnerships and the importance to be proactive with the private sector and that employers along Route 9 may want to provide revenue to continue transit operations to ensure their employees can get to work.

Commissioner Arnett stated he was whole-heartedly in support of the zone fares and that they should be proportionate to the distance of the trip.

PUBLIC COMMENT: (Note: Public comment was opened at 9:55 a.m. The Operational Policy Committee had scheduled on their agenda a Public Hearing for 10:00 a.m. to comment on the Gold Country Stage Service Modifications. Some of the public comments given addressed issues with the revised draft WNCTDP and some addressed issues with the Gold Country Stage Service Modifications. The transcript therefore was forwarded to the Transit Services Division for use in finalizing their report).

The following is a synopsis of public comments given:

Harriet McKay, Resident of Nevada City. She stated she did not want the bus stop that is located in front of the K-Mart store moved to a location near Mountain Mike's Pizza due to the amount of walking it would require. She stated how difficult that was for the elderly. She noted there was a

need to further discuss Route 9 by holding more workshops with other people, rather than with consultants, to work out some of the problems. Ms. McKay noted how important it was to provide more time for wheel-chair tie downs and to accommodate for traffic conditions caused by construction or schools.

Jerry Mehren. He stated he was a member of a coalition called, "The Free Coalition for Public Transit" and that the transit plan was not palatable to bus riders. He read a letter into the minutes requesting the Commission table the vote for the five-year transit plan. Chairman Susman responded that the Commission had nothing to table, but was to only provide direction to staff regarding the draft report. Mr. Mehren requested a 90-day delay on the Commission making a decision so the coalition could come back with suggestions. Chairman Susman responded that a decision would not be made until August and that the transit plan represented the need of trying to balance a budget, with limited resources, to provide the greatest possible public benefit. Chairman Susman suggested the coalition take their message to the Board of Supervisors, shopping centers, the schools, and the churches. Mr. Mehren responded he was trying to get information on advertising for the buses and benches.

Bill Forcum. He stated that he lived off of Highway 174 and spent time three or four years ago convincing the Board of Supervisors the need to have a bus from Grass Valley to Colfax. He stated he was asking for consideration to save Route 12 and that he did not know if Route 12 was self-supporting. Geoff Straw responded that what was being proposed for Route 12 was to interline it with Route 10. The services would go from five runs a day to three runs a day on weekdays only. Saturday service would be eliminated.

Dan Elsom. He stated that if Yuba County did not want to contribute funding for the service to Camptonville, the service should be eliminated. Also he strongly felt it was a mistake to eliminate Route 9. Mr. Elsom noted that if working people have to pay more to get to their jobs, they may quit them and go on welfare, which would then be a cost to the County. It was his opinion that it would be better to keep Route 9 to enable people to get to work rather than be on welfare.

Joy Waite. She stated she lives in the Chicago Park area and that her family uses Route 12 from Chicago Park to town, and then uses Route 7 to get to Bitney Springs for school. She noted that the level of ridership on Route 7 from town to Bitney Springs has been extremely high and is the most profitable route that the bus system has, and is providing a service necessary to families that have children attending the Yuba River Charter School and the Nevada City School of the Arts. Discontinuing Route 7 services was incredible to her as it is the most profitable route in the bus system. Also if Route 7 was discontinued, it would affect all of the other routes, revenue would be lost, as well as ridership.

Ms. Waite stated she used Route 10 to go to North San Juan and wondered if combining it with Route 12 would eliminate the viability of both routes because of the timing for people to get to work. She stated that during a budget crisis it was easy to reduce service and employee hours which was a short-sighted solution. She had been told one of the reasons for changes in the bus route was due to traffic congestion, but she noted traffic congestion would get worse if bus service was reduced, as more people would be on the roads. Ms. Waite stated that staff couldn't just look at how much it would cost to provide a bus service, but needed to look at the larger picture; how reduction in service would affect traffic congestion and what it would cost to maintain the road system. Ms. Waite suggested looking at long-term solutions of revenue enhancement by informing the public what services there were, how the routes ran, their times, and how to connect. She also suggested looking at receiving grants and stated that there were a lot of creative solutions to increase revenue instead of decreasing services.

Chairman Susman stated there were two similar actions being discussed, the draft WNCTDP, and the Gold Country Stage Service Modifications for Action Item Seven on the OPC agenda. He noted that the minutes and all of the dialogue given on the draft report will be considered with the OPC agenda items regarding routes and fare structure.

Terry Paquette. Principal at Yuba River Charter School. She stated that at one time Gold Country Stage was competing with their school buses and that the school could not afford to run their buses because it was cheaper for the children to take the Stage. Ms. Paquette stated the school dropped their school buses and now the Stage was going to drop this route. She had heard that in order to run the bus service, the fares would be prohibitive for the families, so she was asking for help and consideration since the schools have budget cutbacks and can't afford to get their buses back.

Sarah Seward. She stated that her family lives in south Nevada County and uses Route 5 to town and Route 7 for her children to participate in the charter school. The Stage is a blessing and valuable to her family and is more comprehensive than the school bus. The school bus can only serve a few routes. She stated she would like Route 7 service to continue, rather than cut it back.

Lisa Hooper. She stated that her family lives on Highway 174 and that the Stage takes her children to the Yuba River Charter School in a timely manner. She said the Stage enriched her family's lives and would like to thank the bus drivers who have always been considerate to the children. Ms. Hooper stated that maybe \$70 a month wasn't affordable to many families, but an increase in fares on the bus would be an option, a lot more viable than a taxi. She suggested looking at other alternatives too.

Michael Purcell. He stated he represented Bitney Springs Charter High School which was no longer located at Bitney Springs. Bitney Springs Charter High School will be at the old Silver Springs site the next year and he asked that an additional stop beyond the fairgrounds be considered as there are no sidewalks along McCourtney Road. This is a safety issue. He asked for two morning and two afternoon runs.

Melissa Thomas. She stated she lives on North San Juan Ridge and uses Route 10. She is interested in the whole system going on and even expanding it. She stated that she believed if people were aware of what the bus offered, they would use it, and suggested a community event to promote people's awareness. Ms. Thomas noted the problem with Route 10 was the five-hour stretch where you couldn't get back home from town. She stated that from reading the information from the website, 2000/01 data was being used, and it was her opinion since then more people were riding the bus.

Diane Rohrbach. As a student attending Sierra College, she noticed that the bus seemed to make a lot of trips to the college with very little ridership. She suggested that Route 8 run earlier in the morning so Route 1 wouldn't have to deviate from its route to go to the college. She stated that Route 8 is needed and Route 9 is a God-send for young people who take night classes.

Lucky Seward. He stated that he is in support of the Stage going to Yuba River Charter School as the school bus never served south Nevada County residents. He stated that if children learn how to use the bus, it would be something they would continue to do later in life.

Chairman Susman reiterated there was a commingling of agenda items between the NCTC and the OPC and that the information at the NCTC will be included with the OPC discussion of Action Item Seven, the "Gold Country Stage Route, Schedule, and Fare Modifications". He stated that this was a

draft report and in August there would be another document. No action was being taken in approving any changes at this time, although changes are anticipated going into effect in September.

Commissioner Sutherland requested, that in addition to contacting the Chambers of Commerce, school districts and Sierra College be contacted to see what impact the recommendations would have on their attendance for classes.

COMMISSION ANNOUNCEMENTS:

Commissioner Arnett expressed his thanks to Toni Perry for her outstanding job on June's newsletter. He noted that the layout and composition was first-rate and was something all of them could be very proud of.

SCHEDULE FOR NEXT MEETING

Wednesday, August 20, 2003 at 8:30 a.m., at the Grass Valley City Council Chambers.

ADJOURNMENT OF MEETING

Commissioner Arnett motioned to adjourn and was seconded by Commissioner Bedwell. The motion passed unanimously and the meeting adjourned at 10:45 a.m.

Respectfully submitted: _____
Nancy D. Holman, Administrative Services Officer

Approved on: _____

By: _____
Joshua J. Susman, Chairman
Nevada County Transportation Commission